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River Currents

Serving The Guardians Of The Western Rivers

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River Currents

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On The Cover

Coast Guard Cutter Sumac underway on the Upper Mississippi River south of St. Louis during salvage operations earlier this year.

Fed-Tred Walk For Hunger

Recently, the St. Louis area Coast Guard participated in the "Fed-Tread Walk For Hunger," a food collection effort sponsored by the St. Louis Food Pantry Association.

Coast Guard personnel made up part of the 225 federal employees and 2400 other participants who walked the six-mile course. Each participant was required to collect 50 cans of food for the entry fee and to receive a T-shirt.

In the end, 28,000 pounds of food were collected and distributed to food pantries on both sides of the river. A spokesperson said that area food pantries will feed about 300,000 people in July alone.



Laura Olsen, wife of MK1 Doug Olsen of Marine Safety Detachment Davenport, Iowa, receives a red rose in recognition of "National Military Spouse Day." Each spouse of the detachment's members received a rose, hand delivered in honor of this occasion.

RADM Saunders Says Farewell



It is hard for me to believe that my time in the Second District is coming to an end. It seems like just yesterday that I first crossed the Poplar Street Bridge and saw the St. Louis waterfront for the first time.

Regardless, it is time and my family and I will head east not to long after the change of command on July 17. I will be assigned to the Military Personnel Command which will be formally established in Headquarters on or about October 1.

The MPC will be responsible for all phases of military personnel management from hiring to separation except for training. If you're not happy with your detailer, you know who to call.

I have spent considerable time trying to decide what to say in this final column. I have drawn a tremendous amount from all the Second District folks during my time here. Once I realized that, it was obvious I could only say one thing, and that was "thank you!"

I came here as a brand new flag officer and as a brand new Second District sailor. I need to thank you all for:

- ☐ your patience as I learned how to be both;
- ☐ your courtesy as you patiently and gently taught me how to be both;
- ☐ your friendship during my time here;
- ☐ your open-mindedness as we made TQM our way of doing business;
- ☐ your hard work to keep your Coast Guard the best in the world.

There are many things being done in this District on a day-to-day basis which are world class, both on the Staff and in the field. We are making significant progress to become the benchmark in other areas and to improve life for our Coast Guardsmen and their families. You truly distinguish yourselves in

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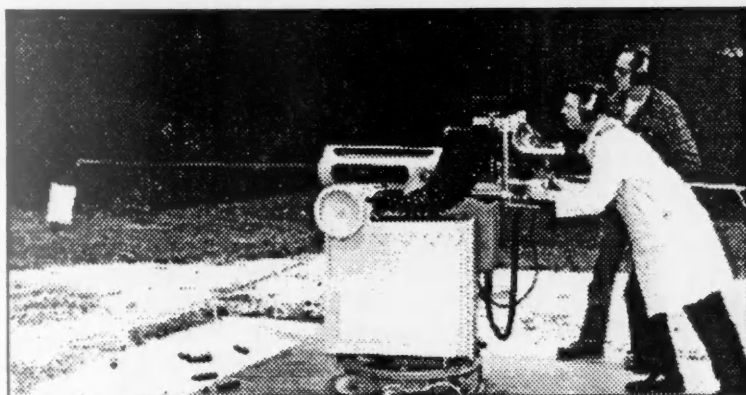


RADM Norman T. Saunders became the Second District Commander on Sep. 11, 1991.

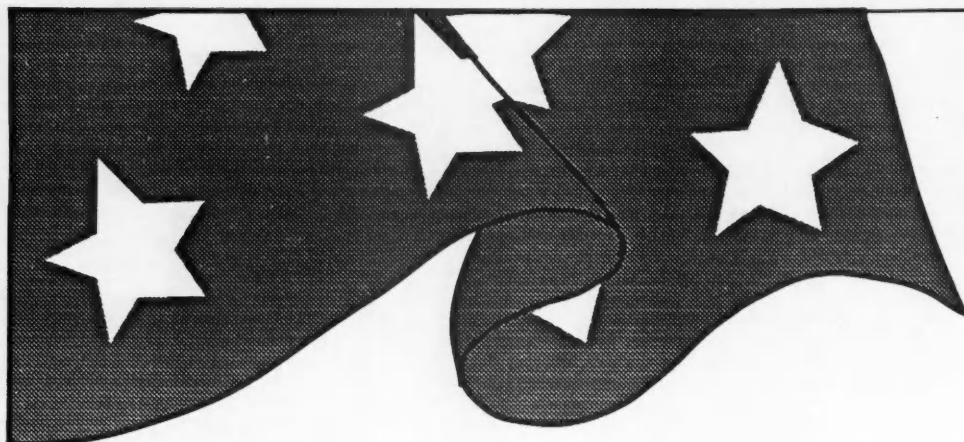
everything you do. I encourage you to continue your hard work and to seek continuous improvement.

It wouldn't be a message from me unless I include a reminder to think of and discuss the "Big Three" -- sexual harassment, diversity and leadership. If you do so you will be well-positioned to excel when faced by the opportunities which these issues will offer you.

The best of luck to all of you. I look forward to the opportunity to serve with each of you again. God bless you all. **Semper Paratus!**



RADM Saunders sights in with a 25mm McDonnell Douglas M38 Chain Gun before wreaking havoc during a visit to the Small Arms Repair Facility in Crane, Ind. As D2 Commander Saunders visited all the units in the Second District but did less damage.



What's in a Flag

Reprinted from Harbor Watch, June 4, 1993

Whenever a Navy ship is in port or moored, the Union Jack is flown off the bow. In fact, the instant the first mooring line is set, or the anchor is dropped at sea, the boatswain's mate of the watch signals "shift colors," and the star-studded Union Jack is hoisted. But what is the significance of the Union Jack, and how did this tradition evolve?

John Reilly, a naval historian in the Ships Histories department, Navy Historical Center (Washington Naval Yard), and an authority on Navy traditions, explained: "First of all, a Union Jack is a sort of abbreviation of a nation's ensign or flag. In other words, when you speak of a Union Jack, you may be referring to any country's ensign."

"The display of the Union Jack off the bow of a ship is an age-old tradition, the origin of which we can only guess about. Displays of flags, ensigns, pennants and jacks have traditionally been communication signals for ships at sea. They provided decoration, identification and sent specific messages," Reilly explained.

As far back as the Middle Ages, sailing ships displayed flags from their bows as evidenced in paintings and narratives from that era, but flags and pennants among navies began towards the end of the 17th century.

Just before the 18th century, according to Reilly, the maritime nations, Britain, Spain, France and Holland, to name a few, developed regular, full-time navies.

"Tacking a few weapons on a passenger ship to meet immediate defense requirements began to give way to

the construction of larger, heavier ships with built-in weapons systems that were deployed and manned by specially trained crews, even in peacetime," he explained. These warships, however, didn't look remarkably different from cargo ships, so a long narrow "commissioning pennant" was flown from the mast to identify the ship and its purpose. Today's naval ships carry the same type of pennant, only much smaller, and it's still referred to as the commissioning pennant.

"Moving these heavy ships through the water required many, many sails. The sails frequently obscured the view of the ensign or pennant, so a smaller flag -- a sort of condensed version of the ensign -- was flown from the bow of the ship.

Today the Union Jack flies from the bows of naval ships, whiled moored, anchored or pierside. "The practical significance of the jack these days," said Reilly, "is to allow immediate determination whether a naval ship is underway, moored or anchored. If you are out on the water in a sail boat and in close proximity to an aircraft carrier, you had better know whether or not it's anchored," Reilly emphasized. "A ship barely making way may not seem to be moving, and you might receive an unpleasant surprise."

Traditions associated with ships and the sea are often as timeless as the sea itself. The art and science of communications has found surer methods for ship-to-ship communication and identification, but flags and pennants still color Navy ships with a sense of pride and history. The Union Jack is proudly hoisted among them.

Heat Stress

How Could It Effect You

By PA3 Frank A. Dunn

The long hot days of summer fun in the sun are upon us again. Baseball, beach volleyball and yard work are but a few of the activities human bodies endure each year.

Heat injuries are some of the not-so-fun things bodies might also endure.

Heatstroke, heat exhaustion, heat cramps and heat rash may result in time lost from work, serious bodily damage or death. Many of these injuries create prolonged or permanent disorders that can affect a person's ability to withstand heat, so prevention to begin with is important.

Michael Hudgins, the former Chief of the Coast Guard's Health and Safety Office, wrote recently in *Commandant Publication P6200.12*, that personnel who are unaccustomed to the climate, overweight, or in poor physical condition are particularly susceptible to heatstroke and other heat disorders, and therefore, should be aware that **good** physical condition and acclimation to the climate are expected of individuals in hot environments.

The temperature of the human body is regulated by many factors from activity to air movements. Careful attention to what you are doing, what you are wearing and the environment you are in can help you prevent becoming a heat casualty.

A period of two weeks or more of gradually progressive exercise or activity is needed to adequately condition the human body under most circumstances. However, even a person who is already adjusted might have difficulty performing normally in certain high temperatures.

Lack of fluid intake, kidney disease, high blood pressure and its medication, "stomach flu" and sea sickness represent conditions which can alter a person's fluid and electrolyte balance making them susceptible to heat injuries.

The human body needs sufficient amounts of water to prevent dehydration. A good rule of thumb would be one pint or more of water per hour under conditions of profuse sweating. The water should be taken in small amounts

at frequent intervals, about every 20-30 minutes.

Along with the physical condition of the body, clothing can determine susceptibility to heat injuries.

Clothing that acts as a barrier and prevents the body's natural cooling process can help cause heat injuries. Many synthetic fabrics reduce the absorption and dispersal of sweat needed to achieve heat loss. Clothing should be worn in a manner that allows circulation of air around the body.

Fatigue and prior heat injuries can increase the possibility of heat disorders. Many people do not realize their fatigue level when they are deeply involved with work or other events and this can be dangerous. It may develop slowly and must be recognized to prevent heat injuries.

You should tailor your work and play schedule to the climate you are in. When performing outside activities you should be aware of the condition of the people around you as well as yourself.

If you have suffered from a heat illness in the past you must be especially careful because you will be more susceptible to heat injuries.

Prevention and preparedness for hot environments are important for everyone but in case someone becomes ill from the heat, first aid should be administered quickly.

Someone who is suffering from a heat injury should be removed from the hot environment and have their clothing loosened. Fanning and sipping cool water should also be applied in more severe cases. In the event of heatstroke or heat exhaustion the person should be treated as a medical emergency and taken to a medical facility as soon as possible.

Heat injuries can occur anywhere in the world, including cold climates. Anytime your body's heat production exceeds its ability to handle the excess heat you are in danger of suffering from a heat injury.



The Changing Of The Braid



CAPT James J. Lantry

CAPT James J. Lantry retired June 28 after 30 years of service. A 1963 graduate of the Coast Guard Academy, Lantry has been stationed in a variety of places from Alaska to Headquarters, including the initial deployment of Coast Guard Squadron One to Vietnam.

His first assignment in the Second District was as Chief of Operations in 1990. He took over as Chief of Staff in June of 1992. CAPT Lantry retired with two Meritorious Service Medal, three Coast Guard Commendation Medals, Navy Commendation Medal with Combat "V" and numerous lesser campaign ribbons.

CAPT Lantry was replaced as Chief of Staff by CAPT Frank M. Chliszczyk, Jr.

CAPT Chliszczyk is a native of Holyoke, Massachusetts. He holds a Bachelor of Science Degree from the University of the State of New York, a Masters Degree in Business Administration from Troy State University, and is a graduate of the Air War Collage.

He entered the Coast Guard in 1959, and began his career as an Aviation Electronics Technician in both rotary and fixed wing aircraft. After attending Officer Candidate School in 1965 as a first class petty officer, he went to naval flight training in Pensacola, Florida.

After flight training, he served on a variety of over-

seas and stateside aviation units as a pilot and Aviation Engineering Officer. In 1978, he was assigned to Coast Guard Headquarters as Chief of the Housing Branch. He became the Executive Officer of Air Station Los Angeles in 1981 and fleeted up to Commanding Officer in 1983. Next, he was assigned to the Air Force Space Division in Los Angeles as the department of Transportation representative to the NAVSTAR Global Positioning System program. In 1986, he attended the Air War College in Montgomery, Alabama, and then took command of Air Station Borinquen in 1987. CAPT Chliszczyk departed Puerto Rico in July 1990 and returned to Coast Guard Headquarters as Chief of the Enlisted Personnel Division.

He came to the Second Coast Guard District in the summer of 1992 as Chief of Operations.

CAPT Chliszczyk has flown the HU-16, C-123, HH-3F, HH-52A, and HH-65A Coast Guard aircraft. His personnel awards include two Meritorious Service Medals, four Coast Guard Commendation Medals, the Department of Defense Joint Achievement Medal, and the Coast Guard Achievement Medal.

CAPT Chliszczyk is married to the former Brenda Dale Jackson of Cookeville, Tennessee and they have four children: Donna, Linda, Cynthia, and Jason.



CAPT Frank M. Chliszczyk



Boating Safety

The Importance Of Education

By PA2 W. Scott Epperson

Almost all of us have done it at one time or another, spent a day with family or friends out on a boat.

Whether it's fishing, water skiing, canoeing or just relaxing in the sun, recreational boating is big in America. So big in fact that the estimated number of boats in U.S. waters has risen from just under six million in 1962 to over 20 million in 1992.

But with big numbers come big statistics, boating accidents claimed 816 lives last year and resulted in property damage of almost \$35 million.

The tragic thing about these accidents is that many of them could probably have been prevented with a little education.

The National Transportation Safety Board, in a recent report, considered lack of training as the second biggest problem in boating accidents today, next only to alcohol.

"Since there's no licensing requirement for a boater, it's vitally important for people to know how to operate a boat safely, what some of the dangers are and what the rules of the road are," said LT Gary Presley, Director of Auxiliary for the Second Western Region in St. Louis. "They can get this information through the Auxiliary's boating safety education program."

Through the Coast Guard Auxiliary, the public can take classes in boating skills and seamanship, in their local areas, and get courtesy marine examinations which brings the education right on to the boater's craft.

Boating safety education is something the whole boating industry takes part in. Every year the Coast Guard, Auxiliary, marinas and stores across the country observe Boating Safety Week, holding classes, mass safety inspections and other awareness promotions.

Also, the Auxiliary has set up a cooperative agreement for the use of store space in selected Wal-Marts nationwide to teach boating safety classes throughout the year.

"I think it's a great advantage for reaching people," said ENS Dale Dean, Chief of Second District Boating

Affairs Branch in St. Louis. "We know how many people go through Wal-Mart — if we can get a fraction of those people to stop by and sit in on a boating safety course, I'm sure we'll see the dividends pay off later."

According to Dean, there are upwards of 250 regattas per year on the rivers of the Second District, and the Coast Guard works to keeping them safe and accident-free.

Education can be something as simple as knowing the right personal flotation device to wear. That could make the difference between life and death.

YN3 Geno Gargiulo of the Second District Boating Affairs Branch, who handles accident reports for the District said, "I've never done a fatality report on a person who was wearing a life jacket."

According to the Second District Boating Safety Office, some things to keep in mind when boating are:

- ☐ Always wear a Coast Guard-approved personal flotation device.
- ☐ Don't drink and boat. Of the 6,048 reported accidents in 1992, alcohol was determined to be involved in 504, and accounted for 1/2 of all fatalities.
- ☐ Let someone know where you are going and when you expect to return in case of an emergency.
- ☐ Don't take chances around tow boats. They have difficulty seeing you, are restricted to the channel and can't stop easily. It takes an average of 1/2 to 1 1/2 miles for a tow to come to a stop.
- ☐ Take a safe boating course. Courses are offered through the Power Squadron, Coast Guard Auxiliary, and state authorities.



Members of the Second District Staff take time out to celebrate another successful school year at their "adopted" school, Jefferson Elementary, in St. Louis. For the past several years, dedicated volunteers from the staff have participated weekly in the Coast Guard's Partnership in Education Program. These volunteers tutor the students in math, reading and science and provide a positive influence and role models.

Pictured with several of the students are: (from left) Yvonne Minors, Instructional Coordinator for the school; YN3 Delphine Thomas, Boating Safety Division; YN3 Regionald Tullios, District PERSRU Office; YN1 Thomas Maas, Readiness Division; CAPT John Johnson, Chief Reserve Division; Max Thorn, District Information Center; YN3 Margaret White, District PERSRU Office and Patty Love, a school instructor.

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